

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 09/26/1994**

|   |  |            |  |            |  |                                      |  |                         |  |
|---|--|------------|--|------------|--|--------------------------------------|--|-------------------------|--|
| ANC93LA131  |  | 08/02/1993 |  | KODIAK, AK |  | Aircraft Reg No. N9526F              |  | Time (Local): 15:00 ADT |  |
| File No. 1133   |  |            |  |            |  |                                      |  |                         |  |
| Make/Model: CESSNA / 208  |  |            |  |            |  | Fatal                                |  | Serious                 |  |
| Engine Make/Model: P&W / PT6-114  |  |            |  |            |  | Crew                                 |  | 0                       |  |
| Aircraft Damage: Substantial  |  |            |  |            |  | Pass                                 |  | 0                       |  |
| Number of Engines: 1  |  |            |  |            |  |                                      |  | Minor/None              |  |
| Operating Certificate(s): On-demand Air Taxi  |  |            |  |            |  |                                      |  | 1                       |  |
| Name of Carrier: MARKAIR EXPRESS  |  |            |  |            |  |                                      |  | 0                       |  |
| Type of Flight Operation: Non-scheduled; Domestic; Cargo                                |  |            |  |            |  |                                      |  |                         |  |
| Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter                              |  |            |  |            |  |                                      |  |                         |  |
| Last Depart. Point: KING SALMON , AK  |  |            |  |            |  | Condition of Light: Day              |  |                         |  |
| Destination: GEOGRAPHIC HAR., AK  |  |            |  |            |  | Weather Info Src: Pilot              |  |                         |  |
| Airport Proximity: Off Airport/Airstrip   |  |            |  |            |  | Basic Weather: Visual Conditions     |  |                         |  |
|   |  |            |  |            |  | Lowest Ceiling: 7000 Ft. AGL, Broken |  |                         |  |
|   |  |            |  |            |  | Visibility: 25.00 SM                 |  |                         |  |
|   |  |            |  |            |  | Wind Dir/Speed: 060 / 005 Kts        |  |                         |  |
|   |  |            |  |            |  | Temperature (°C): 16                 |  |                         |  |
|   |  |            |  |            |  | Obstr to Vision: None                |  |                         |  |
|   |  |            |  |            |  | Precipitation: None                  |  |                         |  |
| Pilot-in-Command  |  | Age: 48    |  |            |  | Flight Time (Hours)                  |  |                         |  |
| Certificate(s)/Rating(s)  |  |            |  |            |  | Total All Aircraft: 4000             |  |                         |  |
| Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea |  |            |  |            |  | Last 90 Days: 106                    |  |                         |  |
| Instrument Ratings  |  |            |  |            |  | Total Make/Model: 30                 |  |                         |  |
| Airplane  |  |            |  |            |  | Total Instrument Time: 172           |  |                         |  |

THE AMPHIBIOUS AIRPLANE NOSED OVER IN THE WATER AFTER LANDING ON THE WATER WITH THE WHEELS EXTENDED. THE PILOT SAID HE HAD NOT USED THE AIRPLANE CHECKLIST BECAUSE HE WAS DISTRACTED AND PREOCCUPIED BY OTHER MISSION RELATED ACTIVITIES, SUCH AS RADIO COMMUNICATION, CROSSWINDS, THE WEATHER, AND HIS REMAINING FUEL.

Brief of Accident (Continued)

ANC93LA131  
File No. 1133 08/02/1993 KODIAK, AK Aircraft Reg No. N9526F Time (Local): 15:00 ADT

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Occurrence #1: GEAR NOT RETRACTED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) CHECKLIST - NOT USED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WATER

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

THE PILOT IN COMMAND DID NOT USE THE AIRPLANE CHECKLIST. A FACTOR WAS HIS DIVERTED ATTENTION TO OTHER MISSION RELATED ACTIVITIES.